



**DRAFT - MINUTES**

**CMAQ Project Selection Committee**

**Thursday, November 5, 2015 2:00 p.m.**  
CMAP Offices

**Committee Members** Ross Patronsky, Chair (CMAQ), Darwin Burkhart (IEPA) – via phone, Mark Pitstick (RTA), Keith Privett (CDOT), William Rodeghier (Council of Mayors), Chris Schmidt (IDOT), Chris Snyder (Counties)

**Staff Present:** Teri Dixon, Jesse Elam, Doug Ferguson, Tom Kotarac, Jen Maddux, Holly Ostdick, Russell Pietrowiak

**Others Present:** Reggie Arkell, Elaine Bottomley, Bruce Christensen, John Donovan, Kevin Duffy, Laura Fedak, Dan Feltman, Terry Heffron, David Landeweer, Brian Pigeon, Andri Peterson, Keith Privett, Ken Schroth, Tom Slattery, Brian Stepp, David Tomzik, Michael Weiser, Tammy Wierciak, Barbara Zubek

**1.0 Call to Order**

Committee Chairman Patronsky called the meeting to order at 2:05 p.m.

**2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

**3.0 Approval of Minutes – September 3, 2015**

On a motion by Mr. Schmidt and a second by President Rodeghier and a vote of all ayes, the minutes of the September 3, 2015 meeting were approved as presented.

**4.0 Program Monitoring**

**4.1 Programming Project Status Sheets**

Mr. Ferguson reported that the recurring reports on the programming status of active and deferred line items were included in the meeting packet. He stated that they include changes since the last meeting of the CMAQ Project Selection Committee, updated authorizations, and updated project notes.

**4.2 Transit Expenditures Quarterly Update**

Ms. Dixon gave an update on transit project expenditures through June 30, 2015. Of the 41 transit projects reported on this quarter, five are complete but not closed out. Eight projects have not expended any CMAQ funds yet. In total, nearly 40% of obligated CMAQ funds has been expended on active projects leaving a remaining balance of just over \$200 million in federal dollars.

#### **4.3 Obligation Goal**

Mr. Ferguson reported that the Programming Summary and Obligation Goals table shows that the recommended FFY 2016 obligation goal is \$123,008,076 which includes the unobligated balance from prior years; funds currently in Advanced Construction that will be converted eventually are counted as obligated. On a motion by Mr. Schmidt and a second by Mr. Snyder and a vote of all ayes, the obligation goal for FFY 2016 was approved as presented.

### **5.0 Project Changes**

Ms. Ostdick reported that seven projects have submitted scope, cost, and schedule change requests for committee consideration. She noted that while fiscal constraint is not currently tight and the changes can be accommodated, there is about \$19.5 million in FFY 2015 that will need to be moved into other years based on October status updates and funding availability. Mr. Pitstick suggested that the committee should consider a threshold for cost increases such that any project exceeding the threshold should have representation at the meeting to explain the reason for the increase and that increases would not be automatically approved. Staff noted that representatives were present to speak to the cost increases requested at this meeting.

#### **5.1 LaGrange - LaGrange Stone Av Metra Station Area Pedestrian Access Improvements (TIP ID 05-14-0001)**

Ms. Ostdick reported that this project was part of the first RTA Access to Transit projects. This project was approved for \$0 federal (\$48,000 total) for phase 1 engineering in FFY 2014 and \$308,101 federal CMAQ (433,110 total) for construction in FFY 2014 for a total project cost of \$308,101 federal (\$481,110 total). In October of 2014 a cost increase of \$60,000 federal CMAQ (\$75,000 total) for phase 2 engineering in FFY 2015 and \$155,900 federal CMAQ (\$194,900 total) for Construction in FFY 2016 was approved which increased the total project cost to \$524,000 federal CMAQ (\$703,000 total). The sponsor is requesting a cost increase of \$44,000 federal (\$55,000 total) for phase 2 engineering in FFY 2016 and \$548,000 total (\$685,000 total) for construction/CE in FFY 2016 for a total cost increase of \$592,000 federal (\$740,000 total). The cost increase is a result of revised cost estimates based on the completion of phase 1 engineering. If the cost increase is granted, the total project cost would increase to \$1,116,000 federal (\$1,443,000 total). A re-ranking of the RTA's Regionwide Transit Access Improvements projects, which is how the project was initially ranked, shows that the project dropped to the lowest ranking project within the Transit Facility Improvement proposals and surpasses one unfunded project, the CTA Red Line Monroe Station Reconstruction.

Mr. Slattery and Ms. Peterson explained that the project needed more engineering after it was transferred to IDOT and the scope was expanded, including covered bicycle parking and paths required for ADA compliance.

President Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested cost increase. With a vote of all ayes, the motion carried.

**5.2 IDOT – US 6/Southwest Hwy at Parker Rd (TIP ID 12-12-0010)**

Ms. Ostdick reported that this project has also received a prior cost increase and the sponsor is seeking an additional cost increase. The project was originally approved for \$160,000 federal (\$200,000 total) for ROW in FFY 2013 and \$2,400,000 federal (\$3,000,000) for construction/CE in FFY 2014 for a project total of \$2,560,000 federal (\$3,740,000 total). In May of 2013 a cost increase of \$32,000 federal (\$40,000 total) for ROW and \$400,000 federal (\$500,000 total) for construction/CE was approved which increased the total project cost to \$2,992,000 federal CMAQ (4,090,000 total). The sponsor is requesting a cost increase of \$448,000 federal (\$560,000 total) for ROW in FFY 2013 and \$620,000 federal (\$775,000 total) for construction/CE in FFY 2016 for a total cost increase of \$1,068,000 federal (\$1,335,000 total). The increase in cost is the result of land acquisition costs being higher than estimated. Additionally estimated construction costs have increased as a result of the availability of 95% design plans, updated cost estimates based on detailed quantity calculations, and current bid tab pricing. If the cost increase is granted, the total project cost would increase to \$4,060,000 federal (\$5,425,000 total). A re-ranking was completed with the project ranking unchanged at 89th among all 2012-2016 Intersection Improvement proposals. The ranking among funded projects also was unchanged at 37th. One funded project remains ranked lower than 37th.

Mr. Snyder made a motion, seconded by President Rodeghier, to approve the requested cost increase. With a vote of all ayes, the motion carried.

**5.3 Aurora – Station Blvd Ext. to IL 59 Commuter Parking Lot (TIP ID 09-14-0002)**

Ms. Ostdick reported that his project has also received a prior cost increase and the sponsor is seeking an additional cost increase. This project was originally approved for \$100,000 federal (\$125,000 total) for phase 2 engineering in FFY 2014 and \$1,506,000 federal (\$1,883,000 total) for construction/CE in FFY 2015 for a project total of \$1,606,000 federal (\$2,008,000 total). In February of 2015 a cost increase \$1,186,000 federal (\$1,635,000 total) for construction/CE in FFY 2015 was approved which increased the project cost to \$2,792,000 federal (\$3,643,000 total). The sponsor is requesting a cost increase of \$1,586,000 federal (\$1,907,000 total) in FFY 2015. This project was previous let and all the bids came in exceedingly high. To reduce cost the sponsor looked at alternative designs. Based on the completed value engineering analysis and working with IDOT on these changes, the revised final engineering cost estimate is still greater than the original cost of the project. If the cost increase is granted, the total project cost would increase to \$4,378,000 federal (\$5,632,000 total). A re-ranking was completed. Since this was the only commuter parking project selected in the FFY 14-18 program the project ranking did not

change. The cost per kilogram Volatile Organic Compound (VOC) eliminated increased from \$116 to \$200 with the first cost increase. If this cost increase is approved it would to \$310 cost per kilogram VOC eliminated. Mr. Scroth and Mr. Feltman addressed the committee to explain one reason for the cost increase is the complexities of staging during construction.

President Rodeghier made a motion, seconded by Mr. Schmidt, to approve the requested cost increase. With a vote of all ayes, the motion carried.

**5.4 Forest Preserve District of Cook County – North Branch Bicycle Trail Ext. (East Segment) (TIP ID 01-08-0001)**

The sponsor is requesting to transfer \$6,000 federal (\$7,500 total) from phase 1 engineering and \$1,000 federal (\$1,250 total) from Construction for a total of \$7,000 federal (\$8,750 total) to phase 2 engineering in FFY 2013. The project was initially to be let as one project, but due to higher than anticipated construction bids the project was split into two stages. Moving funding to phase 2 engineering is being requested so that the project can be split into two stages. As there is no change in total project cost, a re-ranking of the project was not done.

Mr. Privett made a motion, seconded by Mr. Pitstick, to approve the requested change. With a vote of all ayes, the motion carried.

**5.5 Lincolnwood – Touhy Ave Overpass (Skokie Valley Bike Trail) (TIP ID 02-12-0003)**

Ms. Ostdick reported that the sponsor is requesting reinstatement of \$231,000 federal (\$288,750 total) for phase 2 engineering for FFY 2016. Phase 1 design approval has been granted and, by sending the locally executed agency agreements to IDOT central office, project readiness has been demonstrated. As there is no change in total project cost, a re-ranking of the project was not done.

Mr. Schmidt made a motion, seconded by President Rodeghier, to approve the requested reinstatement. With a vote of all ayes, the motion carried.

**5.6 Tinley Park – 183rd St at Oak Park Ave (TIP ID 07-10-0001)**

Ms. Ostdick reported that the sponsor is requesting reinstatement of \$240,000 federal (\$300,000 total) for ROW. The sponsor has demonstrated project readiness by submitting the ROW agreement to IDOT. As there is no change in total project cost, a re-ranking of the project was not done.

President Rodeghier made a motion, seconded by Mr. Privett, to approve the requested reinstatement. With a vote of all ayes, the motion carried.

**5.7 Forest Preserve District of Will County – DuPage River Trail – Segment 5 (TIP ID 12-12-0001)**

Ms. Ostdick reported that the sponsor is requesting a cost increase of \$302,000 federal (\$377,000 total) for construction in FFY 2016. The cost increase being sought is the result of higher unit costs being used in estimating the construction cost of the project. If the cost increase is granted, the total project cost would increase to \$1,674,000 federal (\$2,092,000 total). Mr. Landeweer was available for questions from the committee. A re-ranking was completed with the project ranking changing from 22nd to 28th among all 2012- 2016 Bicycle Facility proposals. The ranking among funded projects changed from 14<sup>th</sup> to 17<sup>th</sup>. Seven funded projects remain ranked lower than 17<sup>th</sup>.

Mr. Schmidt made a motion, seconded by Mr. Snyder, to approve the requested cost increase. With a vote of all ayes, the motion carried.

#### **6.0 FFY 2016-2020 CMAQ Improvement Program**

Mr. Ferguson reported that the FFY 2016-2020 Congestion Mitigation and Air Quality Improvement (CMAQ) program was approved by the CMAP Board and MPO Policy Committee. The projects were subsequently found eligible by FHWA/FTA. Mr. Ferguson reported that an initiation meeting for suburban local projects is scheduled for December 3, 2015 from 10:00 am to 12:00 pm at IDOT District One's offices and that there will be a separate initiation meeting for transit projects.

#### **7.0 Indiana Harbor Belt Railroad Locomotive Fuel Conversion (TIP ID 13-14-0002)**

Mr. Duffy provided an update on the progress of the project to convert IHB locomotives to compressed natural gas. Mr. Duffy stated that no CMAQ funding has been spent on this project so far in FFY 2016 and the project sponsor is in final contract negotiations. The fuel infrastructure will be installed by Questar, and the locomotives will be built by Caterpillar in Peoria. Mr. Tomzik asked if the funding for this project has been obligated, and Ms. Ostdick stated it has not. Subsequent to the meeting it was determined that just over \$3 million was obligated in 2014.

#### **8.0 MAP-21**

Mr. Donovan stated that there is no new information pertaining to the CMAQ program and that guidance is still under development.

#### **9.0 2016 Meeting Schedule**

Chairman Patronsky stated that the proposed dates for 2016 were included in the meeting packet. On a motion by Mr. Schmidt, seconded by Mr. Pitstick and a vote of all ayes the 2016 meeting dates were approved.

#### **10.0 Other Business**

Mr. Snyder echoed Mr. Pitstick's statement that more information is needed for CMAQ project cost increases and that projects should have representation at CMAQ Project Selection Committee meetings. Ms. Ostdick noted that this information is requested on the project change request forms and CMAP staff can be stricter about this. Mr. Snyder suggested that there be a cost threshold for requiring project representation at meetings, and Mr. Privett suggested a 10% or \$0.5 million threshold. Chairman Patronsky stated it will increase the length of the meeting but staff would request any project sponsor

requesting a cost increase over 10% of the total federal programmed attend the meeting to address the committee.

**11.0 Public Comment**

Mr. Schoth thanked the CMAQ project selection committee for funding a portion of the City of Aurora's fiber optic network. He reported that 80-85% of the city's signals are interconnected and feeding to a central system.

**12.0 Next Meeting**

The committee's next meeting is scheduled for January 7, 2016 at 2:00 p.m.

**13.0 Adjournment**

On a motion by Mr. Schmidt, and a second by Mr. Privett, the meeting adjourned at 3:20 p.m.